Power Position in Delhi

58. SHRI DHULESHWAR MEENA:
SHRI RAM DAS AGARWAL:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether it is a fact that the 3 power feeders supplying electricity to Delhi remained out of order for several months resulting in power crisis during the present summer season;

(b) if so, what are the reasons for not repairing them in time and what is the present position;

(c) what is the installed capacity of DESU and Badarpur Thermal Power Stations; and

(d) whether any long-term or short-term plan has been formulated to improve the capital's power scenario; if so, details thereof?

THE MINISTER OF STATE (INDEPENDENT CHARGE) IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b) None of the transmission lines feeding power to Delhi from the Northern Grid remained out of order for long durations. However, planned shut-downs or break-downs limited to small durations are availed of for maintenance/repairs.

(c) and (d) The installed capacity of DESU and BTPS is about 1319MW. The steps taken to improve the power supply position in Delhi include strengthening and augmentation of transmission and distribution system at various voltage levels, installation of 3x34.07 MW Waste Heat Recovery Units at the existing Gas Turbines of DESU and a 400 KV Transmission Ring around Delhi. Setting up of a 800 MW Gas based power station in Delhi is also envisaged in the Eighth Plan subject to the availability of resources.

Dispute over price of A-320 aircraft

59. SHRI P. UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Indian Airlines and Air Bus Industrie of France are involved in a dispute over the increased cost of the Air Bus A-320 aircraft due to delay in taking of its delivery;

(b) if so, what action has been taken by Government to settle the matter; and

(c) what are the reasons for delay in taking delivery, leading to these disputes?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) to (c) There is no dispute, but negotiations are in progress between Indian Airlines and Airbus Industrie in this matter.

Generation of Hydel Power in the Country

60. SHRI KRISHAN LAL SHARMA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether it is a fact that there is a great potential for generation of hydel power in the country but its actual generation is quite low;

(b) if so, what are the reasons therefor and what is its break-up at present;

(c) whether Government also propose to involve private sector in generation of hydel power in the country; and

(d) if so, by when a final decision in this regard is likely to be taken?

THE MINISTER OF STATE (INDEPENDENT CHARGE) IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a)

and (b) As per the Hydro-electric potential re-assessment studies completed by the CEA (December, 1988), the total hydro-electric potential of the country is estimated as 84044 MW (at 60 per cent load factor). Out of this potential 11875.72 (at 60 per cent load factor) is developed and 5942.08 MW (at 60 per cent load factor) is under various stages of development. In addition, schemes totalling 2686.35 MW have been cleared by Central Electricity Authority.

The main reasons for slow development of HE potential are inadequacy of funds, difficult access to sites and problems relating to rehabilitation and other environmental aspects.

(c) and (d) Participation by Private Sector in generation of power (including hydroelectric power) has been approved by Government and necessary legislation to give effect to this decision is being introduced.

Aircraft of AIR India and Indian Airlines

61. SHRI KRISHAN LAL SHARMA:
SHRI SURESH KALMADI:
SHRI SANTOSH BAGRODIA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that a large number of aircraft of Indian Airlines and Air India are over-aged at present;

(b) if so, what is the total number of aircraft owned by Indian Airlines and Air India at present and how many of these are over-aged and since when;

(c) whether Government propose to replace these aircraft and if so, the financial liability involved;

(d) whether any time limit and mode of replacement has been decided upon; if so, the details thereof; and

(e) whether Government also propose to enquire into the use of over-aged aircrafts; if so, by when?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) to (e) Indian Airlines has 11 Airbus A-300, 24 Boeing 737 and 18 Airbus A-320 aircraft in its fleet while Air India has 11 Boeing 747, 8 Airbus A-310 and 3 Airbus A-300-B4 aircraft in its fleet. Four Boeing 737 aircraft of Indian Airlines have crossed 20 years age and have been phased out from May this year following the induction of A-320 aircraft. In the case of Air India, one Boeing 747 has crossed 20 years in May this year and another will cross 20 years in March next year. The fleet renewal programme of Air India will take care of these aircraft in the near future.

Consumption of Petroleum Products

62. SHRI S. K. T. RAMACHANDRAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) what has been the total consumption of petrol, diesel and other petrolem products in India so far during the year 1991;

(b) how much of the requirements were met with from indigenous production how much from imports;

(c) what is the total value of import of petroleum products during this period; and

(d) what effective steps are under consideration of Government to minimise the import of petroleum products?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (c) During the period January—June, 1991 the total consumption of such products is estimated to be about 27.6 million tonnes. 5.2 million tonnes of petroleum products valued at Rs. 2774 crores were imported during this period.